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1914
Set 2

Thirtieth Annual Reunion of
The
New England Society
of St. Louis



Washington Hotel
December 21st, 1914

3d. set.

Washington Hotel
December Twenty-first
Nineteen hundred and fourteen

F1
.N76
2d set



Desiring to increase the membership, good fellowship, and the honoring of a worthy ancestry, the officers of the Society will be pleased to receive names of eligible persons.

The Three-Hundredth Anniversary of the Landing of the Pilgrims will be held in 1920. We should then have at least three hundred members.



Gift
The Society

JUL 6 1915

Officers

President

Philip North Moore

Vice-Presidents

Gen. E. J. Spencer Robert H. Whitelaw

Members of Executive Committee

George C. Howes	Agustus L. Abbott
George K. Smith	Edward F. Jackson
Stratford L. Morton	Walter E. Pratt

Secretary

Chester B. Curtis

Treasurer

George T. Parker

OFFICERS OF PREVIOUS YEARS.

PRESIDENTS

1885.....	Henry M. Pollard	1900.....	William B. Homer
1886.....	James Richardson	1901.....	Oscar L. Whitelaw
1887.....	George E. Leighton	1902.....	Cyrus P. Walbridge
1888.....	Edwin S. Rowse	1903.....	Frederick N. Judson
1889.....	Henry Hitchcock	1904.....	Clinton Rowell
1890.....	Charles Parsons	1905.....	Selden P. Spencer
1891.....	Clark H. Sampson	1906.....	George A. Newcomb
1892.....	Edwin O. Stanard	1907.....	Edward C. Eliot
1893.....	Thomas Dimmock	1908.....	Julius C. Birge
1894.....	Marshall S. Snow	1909.....	John W. Day
1895.....	Elmer B. Adams	1910.....	Hobart Brinsmade
1896.....	George D. Barnard	1911.....	Chester B. Curtis
1897.....	Winfield S. Chaplin	1912.....	Arthur E. Bostwick
1898.....	George O. Carpenter	1913.....	John Lawrence
1899.....	Lewis B. Tebbetts		Mauran

VICE-PRESIDENTS

1885.....	Elmer B. Adams	1895.....	Truman A. Post
	Alvah Mansur		Bradley D. Lee
1886.....	Edwin O. Stanard		Edward C. Rowse
	Melvin Gray	1896.....	George O. Carpenter
	Rev. J. C. Learned		David I. Bushnell
1887.....	Daniel Catlin		Joseph W. Fairbanks
	Daniel T. Jewett	1897.....	Charles E. Whitman
	Rev. Geo. E. Martin		George W. Parker
1888.....	Rev. Geo. E. Martin		T. Griswold Comstock
	Clark H. Sampson	1898.....	Stephen A. Bemis
	Denham Arnold		Augustus F. Shapleigh
1889.....	Charles Parsons		William B. Dean
	Carlos S. Greeley	1899.....	Francis H. Ludington
	William H. Pulsifer		Lewis E. Collins
1890.....	Charles W. Barstow		Rev. William Short
	Robert M. Hubbard	1900.....	George D. Davis
	Lewis B. Tebbetts		Geo. A. Newcomb
1891.....	Cyrus B. Burnham		Gaius Paddock
	Edmund T. Allen	1901.....	Geo. A. Baker
	Fred'k N. Judson		John F. Shepley
1892.....	Thomas Dimmock		Horatio N. Spencer
	Rev. James W. Ford	1902.....	Lucien R. Blackmer
	Ethan A. Hitchcock		James G. Butler
1893.....	Charles W. S. Cobb		Clinton Rowell
	George S. Drake	1903.....	Ephron Catlin
	Thomas D. Kimball		Geo. T. Cram
1894.....	Cyrus P. Walbridge		Edward R. Hoyt
	Everett W. Pattison		
	Delos R. Haynes		

1904.....	Charles H. Bailey Edward C. Eliot Horatio D. Wood	1909.....	Charles W. Barstow Charles W. S. Cobb Walter B. Douglas
1905.....	Rev. John W. Day Charles W. S. Cobb Walter B. Douglas	1910.....	W. K. Bixby Arthur E. Bostwick Geo. P. Knox
1906.....	Joseph D. Bascom Norman J. Coleman Frank K. Ryan	1911.....	Henry P. Wyman Charles W. S. Cobb Francis W. Russell
1907.....	Julius C. Birge George H. Plant William Trelease	1912.....	William P. Kennett Walter G. Tyzzer Dr. Bransford Lewis
1908.....	Henry Cadle Edward Jackson Henry P. Wyman	1913.....	Geo. W. Perry Robert H. Whitelaw Asa W. Day

EXECUTIVE COMMITTEE

1885.....	Frank A. Pratt George D. Barnard Lewis E. Snow Lewis E. Collins Fred'k W. Drury	1897.....	George A. Newcomb George D. Barnard
1886.....	Clark H. Sampson Francis H. Ludington Henry M. Pollard Lyman B. Ripley C. M. Woodward	1898.....	Thomas D. Kimball Cyrus P. Walbridge
1887.....	Henry M. Pollard Edward S. Rowse Clark H. Sampson James Richardson Fred'k N. Judson Lewis B. Tebbetts	1899.....	George O. Carpenter Everett W. Pattison
1888.....	Rev. J. G. Merrill George E. Leighton Robert M. Hubbard	1900.....	Edward C. Eliot T. Griswold Comstock
1889.....	Edward S. Rowse Edmund T. Allen Thomas Dimmock	1901.....	William B. Homer Rev. Cornelius H. Patton
1890.....	Alvah Mansur Marshall S. Snow	1902.....	Norris B. Gregg Oscar L. Whitelaw
1891.....	Chas. Parsons Delos R. Haynes	1903.....	Cyrus P. Walbridge Frank K. Ryan
1892.....	Clark H. Sampson George D. Barnard	1904.....	Frederick N. Judson George W. Perry
1893.....	Edward O. Stanard George O. Carpenter	1905.....	Clinton Rowell William B. Homer
1894.....	Thomas Dimmock Winfield S. Chaplin	1906.....	George W. Perry Rev. John W. Day
1895.....	Marshall S. Snow William B. Dean	1907.....	Hobart Brinsmade Wm. Flewellyn Saun- ders
1896.....	Bradley D. Lee Elmer B. Adams	1908.....	J. L. Mauraan Chester B. Curtis
		1909.....	George W. Perry Joseph H. Roblee
		1910.....	_____
		1911.....	L. L. Leonard I. H. Sawyer
		1912.....	A. L. Abbott Geo. C. Howes
		1913.....	Edward F. Jackson George K. Smith

TREASURER

1885.....	Oscar L. Whitelaw.....	1901
1901.....	George M. Bartlett.....	1907
1907.....	George T. Parker	

SERETARY

1885.....	William B. Homer.....	1900
1900.....	Melvin H. Stearns.....	1902
1902.....	Augustus L. Abbott.....	1913
1913.....	Chester B. Curtis	

OBJECTS OF THE SOCIETY.

The New England Society of St. Louis was organized in 1885 for good fellowship and the honoring of a worthy ancestry.

TERMS OF MEMBERSHIP.

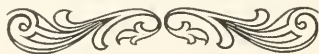
Any person of good moral character, of New England birth or rearing, or a descendant of a male or female native of any of the New England States, shall be eligible to become a member of the Society.

Initiation Fee.....	\$5 00
Annual Dues.....	5 00

MEMBERS AND GUESTS AT THE
BANQUET.

Mr. A. L. Abbott	Mrs. Frank A. Cutter
Mrs. A. L. Abbott	Rev. John W. Day
Mr. G. D. Barnard	Mr. Addison L. Day
Mrs. G. D. Barnard	Mr. Lewis M. Dougan
Mr. J. Stanley Birge	Mrs. Lewis M. Dougan
Mr. Julius C. Birge	Mrs. A. H. Dougan
Mrs. Julius C. Birge	Mr. Greene Erskine
Mr. Arthur E. Bostwick	Mr. Lucian Erskine
Mrs. Arthur E. Bostwick	Mrs. Lucian Erskine
Mr. E. P. Bronson	Mrs. O. H. Gates
Mrs. E. P. Bronson	Mr. E. A. Hadley
Mr. N. F. Brown	Mrs. E. A. Hadley
Mrs. N. F. Brown	Mr. Thos. S. Hays
Mr. D. I. Bushnell	Mr. W. B. Homer
Mrs. H. S. Butler	Mrs. W. B. Homer
Mr. Henry M. Butler	Miss M. J. Hunter
Dr. J. A. Culnane	Mr. Edward F. Jackson
Mrs. J. A. Culnane	Mrs. Edward F. Jackson
Mrs. Courtland F. Carrier	Mr. C. F. Joy
Mr. Chester B. Curtis	Mr. B. H. Mann
Mrs. Chester B. Curtis	Mrs. B. H. Mann
Mr. C. W. S. Cobb	Mr. Herbert L. Marshall
Mrs. C. W. S. Cobb	Hon. Sam. W. McCall
Mr. Edward Weston	Mr. H. H. McIntyre
Collins	Mrs. H. H. McIntyre
Mrs. Edward Weston	Miss Mary P. Merriam
Collins	Mr. Samuel P. Merriam
Mr. C. H. Corbett	Mrs. Samuel P. Merriam
Mrs. C. H. Corbett	Miss Katherine A. Miller
Mrs. Emmons Crocker	Mr. Perry N. Moore
Mr. Frank A. Cutter	Mrs. Perry N. Moore
	Miss Elizabeth Moore

Mr. Philip N. Moore	Dr. Wm. H. C. Smith
Mrs. Philip N. Moore	Mrs. Everett H. Smith
Mr. Stratford L. Morton	Hon. Walter I. Smith
Mr. Geo. T. Parker	Dr. H. N. Spencer
Mrs. Geo. T. Parker	Mrs. H. N. Spencer
Mr. Herbert L. Parker	Mr. Wm. H. H. Tainter
Mrs. Herbert L. Parker	Mrs. Wm. H. H. Tainter
Mr. Geo. W. Perry	Miss Alice G. Thompson
Mr. Thos. Page Pettes	Dr. Robert N. Tyzzer
Mr. E. S. Pillsbury	Mrs. Robert N. Tyzzer
Mrs. E. S. Pillsbury	Dr. W. G. Tyzzer
Mr. Walter E. Pratt	Rev. Alfred G. Walton
Mrs. Walter E. Pratt	Mr. H. H. Wellman
Mr. H. F. Pratt	Mrs. H. H. Wellman
Mrs. H. F. Pratt	Mr. Melville E. Wilkin-
Miss Sarah E. Purdy	son
Miss Emma Purdy	Mrs. Melville E. Wilkin-
Rev. Harold L. Reader	son
Mr. E. L. Robinson	Miss Cristine Woodrow
Mrs. E. L. Robinson	Rev. S. H. Woodrow
Hon. Walter H. Sanborn	Mrs. S. H. Woodrow
Mrs. Walter H. Sanborn	Mr. Henry P. Wyman
Mr. F. D. Seward	Mrs. Henry P. Wyman
Mrs. F. D. Seward	



Menu

Cider Canape a la Maine
 Olives Almonds Celery
 Blue Points—Nantucket

—
 Cream of Fresh Mushrooms, Connecticut
 Fried Smelts, Tartar Sauce
 Saratoga Chips

—
 Sauterne Breast of Chicken with Virginia Ham
 Massachusetts Style
 Asparagus, Rhode Island
 Pommes Rissolle

—
 Romaine Salad

—
 Nesselrode Pudding, New Hampshire

—
 Assorted Cake
 Cheese Toasted Crackers a la Vermont
 Coffee

Programme
 Toastmaster
 Mr. Philip North Moore
 President of the New England Society

—
 Address: "New England, Past and Present"
 Mrs. Emmons Crocker
 Fitchburg

Address: "The Future of New England"
 Hon. Samuel W. McCall
 Boston

Quartette

Mrs. S. C. Black, Mr. W. W. Mackenzie,
 Soprano Tenor
 Mrs. O. H. Bollman, Mr. W. M. Porteous,
 Contralto Basso
 Mr. Arthur Lieber, Accompanist

The Thirtieth Annual Reunion of the New England
Society of St. Louis Commemorative of the
Two Hundred and Ninety-Fourth Anniver-
sary of the Landing of the Pilgrims.

INVOCATION.

The Reverend John W. Day, Church of the
Messiah.

We pray Thy blessing on our meat, O Lord, and lest our asking shame us, we pray the blessing of food to the hungry and starving who in other places and lands are denied Thy bounties. May every morsel we eat be a pledge to feed our suffering brethren; may our receiving be our bond to extend the grace Thou givest. Bless, we pray, those who are giving their lives for the liberty and law our fathers won for us; may hate and wrong soon spend their rage, and deserved peace heal the wounds of nations. In the spirit of Christ, Amen.

Mr. Moore: The quartette will now render a song entitled "The Landing of the Pilgrim Fathers," arranged by Mr. Butler, a member of this Society, who is with us this evening.

(Song) Applause.

Mr. Moore: The Chairman's amazement has not yet ceased as to why a New Englander, born in Indiana, and then only half New Englander, should have been chosen as the head of this organization. A suspicion has entered his brain that possibly the real article—the thoroughbred New Englander—might be growing scarce in your ranks, but knowledge of your membership negatives this suggestion.

It has therefore been the desire of your Toastmaster to see that whatever he is responsible for in the exercises of this evening should be carried on by real New Englanders. To that end advice has been sought all the way from Missouri to Boston, even a visit to Boston was used for the purpose of seeking advice. It is your speaker's confident hope that before the evening is over, you will think that he was not misled.

While we gather this evening for the purpose of pleasure and commemoration of men and traditions of the past, I cannot forbear a word of respect to one of the founders of this society who has just gone from us: Robert H. Whitelaw. Sincere, earnest, upstanding, and yet considerate, Robert Whitelaw has gone in and out among us for more than forty years without reproach—but this is mere negative praise—more than this was he. Broadminded, public-spirited, modest, forethoughtful and forceful, his name has always been found among those who worked for others not only in church and society, but in civic affairs. His word, his bond, his friendship, as true as truth, his sympathies as broad as life, he has gone from us and we feel a loss which cannot be expressed.

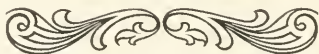
Of him may be truly said in words I borrow:

“E’en as he trod
That day to God
So walked he from his birth,
In simpleness, and gentleness and
honor and clean mirth

* * * *

He had done his work and held his peace
And had no fear to die.”

It has seemed to your Committee that this were an appropriate occasion to hear from the descendants of the Pilgrim Mothers; that some one of the moving minds among the daughters of New England might be found to talk to us. I am happy to say that such a distinguished daughter has been found, and the only fear I have is in the narrowness of her subject. (Laughter) I take pleasure in introducing Mrs. Emmons Crocker, a lady foremost in good work in the activities of her state, known not only in New England but everywhere. I assure her of our great pleasure in welcoming her. (Applause)



NEW ENGLAND, PAST AND PRESENT.

Address by Mrs. Emmons Crocker.

Mr. President, Members of the New England Society, and Guests:—

New England is today, I think, more nearly a unit in sympathy and interests than any other section of the country. There is no group of states that so fully recognizes one city to be the center of things as does New England recognize its Boston. I am sure that Maine, New Hampshire, Vermont and Rhode Island all feel that Boston belongs to them almost as much as to Massachusetts. Connecticut naturally gravitates towards New York, but even it has a distinctly New England feeling and is proud of its Boston. Many organizations have striven to unify legislation on points of common interest throughout the New England states—Boards of Trade, Boston Chamber of Commerce, and not the least, the several state federations of women's clubs, which have held a conference each winter for six years for the purpose of trying to unify laws concerning industrial conditions (especially child labor), conservation, education, public health (particularly the milk question). The present unification of New England has been a long, slow, but steady growth. In the beginning the sympathies and interests were extremely diverse, but the geography and topography of these states tend to unify them.

Let us go back for a moment to see how diverse they were in their sympathies and interests when colonized. Massachusetts was the first and was settled for "conscience sake". Although two attempts had previously been made to colonize

Maine; one by a party of Englishmen who soon tired of the rigorous climate and went back to England; one by Frenchmen who were driven away by the Virginia colonists who did not want to have a settlement so near. Soon after the Pilgrims landed in Massachusetts a group of hardy fishermen were attracted by the excellent fishing and hunting to the bold coast of Maine and made it their permanent home. New Hampshire was settled in a similar manner. Some years later when a traveling preacher went to New Hampshire and exhorted the people to be more religious, reminding them that it was for the sake of religion that they had come hither, they said: "No! You are mistaken! It was for fish." (Laughter) Vermont lands were granted by New Hampshire to hearty men who wanted to push on over the river. Unfortunately, New York claimed the right to make the same grants, so the early Vermont settlers had no tranquility till they arose under the leadership of Ethan Allen and freed themselves from both their neighbors. Rhode Island was the haven of peace to which Roger Williams fled with his little band to escape the persecutions of the Puritans in Massachusetts. Connecticut was colonized by the establishment of trading posts to barter for furs with the Indians; and this brings us to consider the development of New England commerce, and as its industries are so closely interwoven with its commerce we will take them up together.

After our forefathers had succeeded in producing the absolute necessities of life by subduing the forest and tilling the soil, they began to desire a few luxuries from the mother country and sought some article of exchange with which to procure them. Furs were at hand and were most acceptable to the English, so they furnished the first source of

commerce between the British Isles and New England. But the fur supply soon gave out except that from the regular trading posts. The time was when each man might have his bale for the hunting to send in the departing ship.

England was at this period making every effort to encourage the production of her food and clothing at home that she might be more independent in case of war and would not permit the dried fish, salt meats, grain and home-spun cloths of New England to be brought to her door. There was, however, a line of commodities which New England had that England eagerly welcomed, namely, ship-building materials—timbers, masts, spars, tar, hemp—so ship-building materials became our second article of commerce.

Home enterprise would not long permit all the fine timber to go to England, and although it was displeasing to the English government, New England began to build ships not only for her own use but for sale to foreign countries; thus was established the first great industry of the new world—ship-building.

Now New England must put her ships to a practical use by finding a market for the commodities that England would not take. This proved to be the West Indies, where extensive sugar plantations and the owners found it cheaper to feed their slaves with the dried fish, salt meats and grains from New England and to clothe them with its coarse cotton cloth than to provide food and clothing from their own lands, which could more profitably be given over wholly to sugar cane. Sugar, now becoming popular with Europeans, was taken to England, where it was exchanged for things desired by the colonists.

Also, shiploads of molasses were brought back

to New England and distilled into rum. Old New England rum, especially Medford rum, is still famous. Although the home consumption of rum was large, there was an excess to be disposed of. Out of this grew a great evil. Our ships carried rum to the coast of Africa and traded it for slaves who were taken to the West Indies and later to our own southern states. This distillation of rum became our second great industry.

New England shipping steadily grew and prospered till it was so hampered by warring European nations that the Embargo Act was passed in 1807, which prevented any vessel clearing for a foreign port. It was thought that England was so dependent upon our ships that this Act would force her to **see that they** were respected on the seas, but she was stubborn and would not take it upon herself to protect them. Rather than to let them lie rotting at the docks owners sold their ships and put the money into industries. Under the modification of the law during the following year shipping somewhat revived, but manufacturing forged ahead at a swifter pace. The War of 1812 was another setback to shipping but did not seriously affect the industries. In 1814 was established the first cotton mill in the world at Waltham, Massachusetts, by one Francis Lowell; that is, the first building in which the whole process of cloth making was carried on from the preparation of the raw material to the finished product. That does not mean that industries were soon generally taken out of the home. That has been a slow, gradual process. Even I can remember when many parts of industries were carried on in the home. Well I recall going to a little town on the border line between Massachusetts and New Hampshire and seeing the big wagon loaded with chair-seat frames

and cane come to the farm-house where we were staying. Each member of the family had his or her stint to accomplish, and the little girl with whom I played was no exception, so deprived of my companion, I begged to be allowed to learn. I thought it such fun that I could not see how anyone would rather play than seat chairs, but if I had been obliged to make a certain number each week all the year round, no doubt, I should have found out.

I also remember when the shoe trade was partially carried on in the home; when women and children used to sew on the buttons at home.

So it took a long time to concentrate all the industries as they are today.

After a time our shipping again came into its former prominence, and at the beginning of the Civil War was at the top notch of its prosperity. The War utterly paralyzed it, and it has never regained its place. But the industries have continued to thrive.

At the close of the War of 1812, England so flooded our markets with her products which had been piling up during the previous years that the New England manufacturers could not compete with the influx and asked some protection. Accordingly, our tariff system was devised, and has served with some fluctuations to this day. Never have the New England manufacturers been so stricken as by the present administration. From the first, the south welcomed our market for its cotton while it was jealous of the protective tariff, for it wanted to get its manufactured goods free from duty. In those days there was no middle west, but since its development into an agricultural district it too has been inclined to jealousy. Evidently, the south and middle west think that New England is but a little

corner of the country that has been having too big a share of good things and that they will be benefitted by crippling her, now that the opportunity presents itself under this administration.

You may recall the old fable which Shakespeare borrows from Plutarch to use in his *Coriolanus*. He puts this story into the mouth of Menenius to illustrate to the Roman mob that it cannot injure one class without itself suffering. The apologue is this: Once upon a time, the members of the human body rebelled against the stomach because, they said, it took all the nutriment, and so they decided to deprive it of its right. Soon, however, the other members of the body began to feel the ill effects, and after a while they were forced to recognize the fact that if the stomach did not receive the raw material to turn into the finished product to be distributed throughout the body, all the members suffered. I think that is the case with the south and the middle west in their relation to New England. New England, although small in area, is great in importance. It has one-fourteenth of the population of the United States, one-twelfth of the wealth, takes one-eighth of all the raw material, and has one-fifth of the bank deposits. Can so important a section of the country receive such an injury without the whole suffering?

Transportation must go hand in hand with commerce and industry. Railroads are the acme of its development, but let us go back to the early days and see how we arrived at this point of rapid transit.

The first transportation was by sea. The people had to transport themselves across the sea to reach New England. New England abounds in excellent harbors and has one without a peer in possibilities—Boston harbor. It exceeds New York in shore

line, having forty miles. Until within a few years it has received less attention than New York harbor because New York harbor has been easier to develop, but now it is beginning to take its rightful place in importance. The government has just finished a 35-foot channel. You will say: "Ah! New York has a forty-foot channel." True! But on the other hand, Boston has a nine-foot tide while New York has but a four-foot, so at high tide Boston also has a forty-foot channel. As yet there are only about half a dozen boats that require the forty feet of water. Boston has the largest dock in the world. It also has the largest dry-dock under construction.

From the Indians the first settlers learned to make canoes which they used on the rivers before they dared to penetrate the forests on foot, for, at first, the trails were difficult to discern. The Indians were soft-footed in their thin moccasins and left few tracks. After the white men learned to trace these Indian paths they soon made well worn tracks with their hob-nailed shoes and their pack horses. A little leveling and widening made them bear some resemblance to roads. The first long road was the one between New York and Boston. It was traced out by the post, who began his regular trips in January, 1673. Leaving "The Fort" he went the length of Manhattan Island, crossed to the main land over Harlem River, skirted the coast to New Haven, turned north following the Connecticut River through Hartford to Springfield; from there taking the Indian trail between the Connecticut Valley and Massachusetts Bay. It took him a month to make the round trip with a couple of days rest at either end. The postman's duty was not only to carry the mails, but to guide travelers. From this post road was a long step to

the turnpike, which was the first approach to what would be, in our estimation, a good road. Not till 1820 did a private syndicate build a turnpike. This ushered in the day of the stage coach, the most picturesque of all modes of travel, but not suited to our present demand for rapid transit. It lasted to some extent till wholly put out of business by the electric. I can remember when there was a stage line running in Massachusetts from Marlboro to Worcester, making a round trip daily of 32 miles. I remember being sent out at the age of five or six with mail to go on this stage, and how I thrilled with the excitement of being able to stop this fine looking coach surmounted by its gorgeous driver, to me the grandest and most imposing of men.

From 1825 to 1830 was a period of canal building. The canal never played so significant a part in New England as in some other sections. We have waited till 1914 to have the **great** canal of New England—the Cape Cod Canal—the dream of our earliest New England ancestors, and are indebted to August Belmont and New York capital for it. The canal is not giving its maximum service this winter, because it is not yet deep enough for our larger sea-going craft and can accommodate only the smaller summer pleasure boats. It will soon become a boon to all our boats that must otherwise make the perilous trip around Cape Cod in the rough season, for dredging is still going on and the channel will be deep enough to float the coasters.

In 1830 railroads were projected and five years later three short lines were opened: one from Boston to Worcester, one from Boston to Providence, and one from Boston to Lowell. Worcester has grown to be the largest city in the world **not** on

a waterway; that is, the largest that depends wholly on railroads and is not on the coast, a river, lake, nor canal.

From that small beginning our railroads have gone on developing a wonderful system, making a network over New England which has within recent years been consolidated under one head and only lately been disrupted by the government. We cannot sympathize with the manner in which all parts of this consolidation was brought about. The New York, New Haven and Hartford took some rash steps, but their experience has been costly. Staunch business men believe, however, that we would have better service if the roads could be re-consolidated with proper inspection and supervision. We are certainly suffering many inconveniences at the present time.

I shall not go into the problem of the Holding Company and what will be the outcome of it, but I will tell you that there is a very strong feeling in New England against this disintegration. I do believe that legislators who are put into a position to have so much power over our industries and railroads, etc., should have some real business training. We are greatly dependent on lawyers to do our talking and act as legislators. Business men haven't the time. There is one thing I do wish might be required as a part of the legislator's education, and that is, that he might have to spend a short time in real, practical, business life. (Applause)

After the railroads came the electric, and then the modern good roads movement with the advent of the automobile. Good roads and the automobile have done more for the remote country districts than anything else.

Massachusetts took the lead and has been very

active in the matter of good roads and has encouraged other New England states to follow its example. They are nobly coming to the front according to their means. Even Maine has spent large sums of money on her roads during the past two or three years, and is to continue the work. New Hampshire has made a splendid chain of roads through the White Mountains, which Maine has met with roads from her lake region and which connects with the good roads of Massachusetts, that in turn lead into Rhode Island and Connecticut. Vermont is fortunate in having the best of soil for natural roads and has made a few macadam highways.

Education means so much in New England and is so vast a subject that I can but barely touch upon it. In the olden times the district school and the country store were the sources of education. Why do I say the country store? Because, truly, in those days the country store was almost as much a source of education as the school in which writing, reading and arithmetic were about the only branches taught. All had to go to the country store; there they congregated, each bringing his bit of gossip; here the general news was discussed; here they sharpened their wits in dickering with the store-keeper.

The district school was supplanted by our modern school system, founded by Horace Mann. Many branches were added to the three R's, but for a long time it was a system for the training of the mind only; then it was realized that to have the best use of the brain it must be in a healthy body, and so physical culture was introduced and later medical inspection, that has gone so far as to inspect the eyes and teeth, and when parents could not afford to pay for the necessary treatment the

cost has often been met from the school fund. Moral education (education of the heart) manual training (education of the hand) have been placed on the list of requirements, because however well the brain may be educated, if not controlled by good morals it is a failure and the hand should be able to put into practice what the brain has learned. So we can boast today of having instead of the three R's, the three H's—education of the head, the hand, and the heart.

As to our natural resources, while we are not so blessed with them as some other portions of the country, they are not unimportant. One Massachusetts man said in a company of representatives each giving the special asset of his state: "We do not have the gold of California, the silver and lead of Colorado, the grain and wool of the middle west, the iron and coal of Pennsylvania, nor the cotton of the south, but we do have the brains and energy to turn these into finished products; is not that just as essential?"

Our primeval forests have long since passed away, except a few traces of them in Maine and the White Mountains, but we are striving diligently to perpetuate them. The White Mountain and Appalachian Reserve Act has done much to aid. In each New England state there is a forestry association which is working to preserve and create forests that shall be administered according to scientific principles.

Our minerals are few. We have, however, granite, marble, slate, asbestos and clay in considerable quantities. Our soil is considered poor by those in the alluvial regions, but when well managed is found to be abundantly productive of potatoes, garden truck and orchards, particularly apples of a superior quality. The "Back to the Farm" move-

ment has made much progress in New England and many abandoned farms have been reclaimed under the instruction of our agricultural colleges and have proved far more fecund than to their first owners. The railroads have co-operated with the agricultural colleges by sending cars fitted up to instruct farmers not only in farming, but in dairying and poultry raising as well. These cars have reached a set of men who could never go to the college, even for the short courses.

Our scenery and climate are not the least of our great natural resources. Many of you come to us in the summer, and I will not take up your time to enumerate the fine points we have as a vacation resort.

Ex-Governor Rollins, of New Hampshire, instituted "Old Home Week". The next time that is celebrated by your ancestral town come to New England and see for yourselves how we have progressed and what we are today. (Applause)

Mr. Moore: I can only express a hope that these words of a wise woman may find a place in the judgment of every one present.

(Song by the Quartette.)

Mr. Moore: Neither of the speakers this evening have given me any idea of what we would hear from them. I confess that I have no idea what the distinguished gentleman following will say. I know how I would treat the subject, but have no idea how he will approach it. It is our greatest pleasure, possibly due in part at least to a small Democratic majority in the great old State of Massachusetts (Laughter) to have with us one distinguished gentleman who still preserves the best tradition of his country in statesmanship and public affairs. We are pleased to welcome the Honorable Samuel W. McCall. (Applause)

THE FUTURE OF NEW ENGLAND.

Address by
The Honorable Samuel W. McCall.

Mr. President and Ladies and Gentlemen:—

As the Chairman has just indicated, this troubled stream of history has not quite passed by. (Laughter)

I always feel at a great disadvantage when speaking at a meeting when a woman has spoken, as I find they always speak better than I do. But there is one satisfaction I am getting this evening which I do not usually have, I am to have the last word. (Laughter) No doubt, that is due to the fact that Mrs. Crocker was assigned to speak upon the past and present and I am to speak upon the future, and the past and present, strange to say, are supposed to precede the future.

The Chairman said I would devote myself to the subject he announced. I supposed a subject upon an occasion of this kind was given in order that the speaker might have something to avoid, and I was not intending to devote myself particularly to the subject. (Laughter)

I imagine you think you are going to get something direct from New England. Some years ago I spoke before the New England Society of Philadelphia. When I was introduced as a speaker from Massachusetts the audience had their expectations awakened for something really authoritative, and these expectations were somewhat jarred when I told them I was probably the only person in the audience who had been born in Pennsylvania. (Laughter) I left Pennsylvania when I was two years old, and therefore, to use an expression of

my friend George Peck, I was apparently only "temporarily born" in Pennsylvania. (Laughter) But I am very glad to be here tonight to speak to an audience on the opposite side of the Mississippi River from that on which I live. That gives me another chance to proceed with my autobiography. My father moved from Pennsylvania, and I being but two years old, he took me with him to Illinois and settled at Mt. Carroll. There was a boarding school there to which my father sent me. But after I got fairly started, they changed to a female seminary. (Laughter) That made it necessary for my father, who was very indulgent to me, to find another school, and so he sent me to New England. That is the way I got into New England. As Doctor Johnson once said, that if you could catch a Scotchman you could make something out of him. (Laughter) The landing at Plymouth, following the first landing at Provincetown, was I believe, the most famous colonization in the history of the world. The Spaniards, as you know, settled in South America and in the southern part of North America, and have since predominated from the Rio Grande to Cape Horn. It is due to the colonizations of the English people at Plymouth and Jamestown that we do not have the civilization of the Latin race over North as well as South America.

The Pilgrims brought with them the principles of civil and religious liberty. They also brought that very uncomfortable thing, the New England conscience. It is, I think, the most uncomfortable kind of conscience ever classified. (Laughter) That led the Pilgrims to think that if they had any pleasure they should get it by accident; if they had failed to extract the greatest amount of misery from a situation that they had not done their duty. But that conscience has mellowed and developed

into a high public-spirited nation. It finally resulted that after it had been mellowed by generations of sunshine, it ripened into a great force, which established government in the New England states and the nation upon the basis of justice and liberty under law; a system of government which has not been surpassed or indeed equalled in the world. I do no mean to say that that high ideal of government universally predominates today, but one century ago the states of New England afforded the best illustration of good government to be found anywhere on the globe.

There are two ways of making reforms. One way is, if you do not happen to fancy conditions in the state or nation to fight against those conditions and try to make the ideas you believe in predominate; the other way is to run away from them. The Pilgrims adopted the latter method. When they were in England and Holland, before they came to this country, it was a little bit hazardous for them to assert their ideas of religious doctrine. They might have been put in jail or executed. So they crossed the sea to an unoccupied territory, taking their ideas with them and established a state according to their ideas. Unfortunately, we cannot have that kind of reform today. There are no other unoccupied portions of the world left. If a man does not like anything, for instance, the way in which the courts enforce the Sherman law, or any other thing, the only thing he can do is try to reform the law, to make it better, or try to reform the courts—and I may say that I do not approve of some of the reforms they are attempting to enforce against the courts.

Darwin has said that the United States is a good illustration of his theory of natural selection. The colonists were compelled to cross the ocean on

little ships, having to brave the worst of hardships, to face the perils of this wilderness and those dangers selected men. They did not make appeals to the weak men, but to the brave and hardy men of Europe and, as a result, we had in the first colonizations of this country the most sturdy of the stock of Europe, illustrating the theory of natural selection. And out of this there came a stable and great and free government. But these conditions have passed away, the dangers have disappeared. It is as safe for us to cross the ocean today as to sit at home, so that crossing to this country today does not necessarily make appeal to the best in Europe. Men come to us as easily as they change their residence from one city to another in the same country. But we must still maintain the old ideals.

We have had much said about our country being a melting pot of all races, and New England well illustrates this "melting pot" theory. It is not completely populated by the Puritans. (Laughter) Over a million of our population are foreign born, and enough of the rest are children of foreign born to make nearly a majority. We speak of this country as a great melting pot, but we want to understand just what is meant by the figure when that is used. Some people have the idea that we take a Frenchman, an Irishman and an Englishman, throw them into this melting pot, fuse them and get a standardized citizen. That is not what the melting pot means. They do not fuse in that way. In the next place, we should not wish them to fuse in that way. I would rather have Americans, and it will be a greater America for that reason, made up of men representing the best of the other nations, so our civilization will bring forth the choicest fruits of the civilization of

the other nations. Those of one race will develop literature, another art, another in industry and another will illustrate its ideas of government and liberty. If we have these different races among citizens thrown into the melting pot, but not fused, out of it will come the best product of each of the nations, and we will have a greater civilization.

Mrs. Crocker has spoken to you about the industrial conditions of New England. A good deal which she said upon the tariff I approve of; although I shall not take occasion at this time to say anything about the tariff. People have the idea that New England was responsible for the tariff; that it forced the tariff upon the rest of the country and that it has been getting rich at the expense of the rest of the country; when the fact is, when the first protective tariff was established, it was against the votes of the majority of the representatives of Massachusetts. That commonwealth had embarked in commerce; her ships were found on every sea; she was the richest part of the country; she believed the tariff would have the effect of checking her foreign trade and was opposed to it. But she yielded to the national will, as she always does. She went into manufacture and has flourished.

Mrs. Crocker has spoken about the "pork barrel," and I looked at my friend on the right, Judge Smith, a representative of Congress, and Mr. Joy, your former representative in Congress, and I saw the guilty look upon their faces. (Laughter) I recall how they used to rally about that great social institution. (Laughter) There was this thirty-five foot channel for Boston. (Laughter) There was no "pork barrel" about that. We got that as a matter of justice. (Laughter) But in the government of a great country like ours there must be

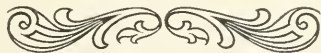
something of the "give and take". I don't mean trade or barter. There are other localities besides California or New York. We must give consideration to the river that flows through St. Louis and the river that flows through Judge Smith's home. (Laughter) Although at the moment I have forgotten the name of Judge Smith's river. (Laughter)

Understand, while I said I was not a Pilgrim, I want to say that I have inherited a place in the Mayflower family through Mrs. McCall. (Laughter) And, naturally, and matrimonially I suppose, I am a strong champion of the Pilgrims. (Laughter)

New England went into manufacture and has succeeded. Of course, if the tariff operates as a wall, a too high wall will shut out the sunshine upon the part of the country immediately contiguous to it, and you will have less fertility next to your wall. If you have too high a tariff in this country, say in a sense to stop our seaports, you will have your rich advantages in the center of the Country and the frontier localities, such as New England, will suffer. New England is not interested in high tariff, but is interested in tariff which will put our manufacturers, when we consider their labor cost and their cost of production, upon a fair basis of competition with the outside world; and a system of tariff laws which makes it necessary for our manufacturers to cut down the elements of cost, like wages, will be injurious to the country.

New England, as Mrs. Crocker says, does not have a great supply of raw materials. As to our natural resources—our forests have been cut away; we have two or three small copper mines and a little iron, but we do not have oil or coal. We did have some coal in Rhole Island, but no process has as yet been discovered which will make it burn. (Laughter) We must rely largely upon our wits.

We take the raw materials, the things raised in the other parts of the country and we try to shape them into things of use and beauty. In this way we have managed to achieve a great degree of prosperity, and I think we will continue to prosper. We have a great many races different from those by which Massachusetts, Maine and New Hampshire were settled, and these races are growing more and more adapted to our institutions. I believe that these little commonwealths are sure to continue to be the homes of a great people. I believe the old traditions will not fail. While New England may be somewhat different from the New England of old, it will continue to be a vital part of our country. When you ask me what is the prospect for the future of New England I will simply say: look about you; look upon what you have done in St. Louis; look upon Chicago, upon Iowa and upon the greater New England which stretches beyond you to the Pacific and which each day is growing greater. The future of New England is going to be witnessed in the future greatness of the United States. And those outside the borders of the mother New England, the old home, will ever look to her with love, will return to her with happiness. She is destined to continue to be one of the fairest and one of the most prosperous portions of our country. (Applause)



CONSTITUTION AND BY-LAWS OF THE NEW ENGLAND SOCIETY OF ST. LOUIS.

I.

This Association shall be known as the "New England Society of St. Louis."

II.

The officers of this Society shall be a President, three Vice-Presidents, a Treasurer, a Secretary, and an Executive Committee, consisting of six members, together with the President, Treasurer and Secretary, who shall be ex-officio members thereof. All officers, except the members of the Executive Committee, shall be elected annually, and hold their offices for one year, or until their successors are duly elected. The regular term of office of the Executive Committee shall be three years, two being chosen each year. Any vacancy in any office that may occur shall be filled by the Executive Committee.

III.

There shall be an annual meeting of the Society, which shall be held in February, the day to be fixed by the Executive Committee, at which meeting there shall be an election of the officers of the Society for the ensuing year, and other business of importance to the Society may be transacted.

IV.

Any person of good moral character, of New England birth or rearing, or a descendant of a male or female native of any of the New England States, shall be eligible to become a member of the Society,

and shall be admitted a member of the Society on a majority vote of the members of the Executive Committee at any meeting of the committee, or at any annual meeting of the Society, by a majority vote of those members present; and, being so admitted, shall become a member thereof on paying the admission fee and subscribing his name to the Constitution and By-Laws.

V.

The admission fee shall be five dollars, and the annual dues five dollars, which shall be payable to the Treasurer on the first day of October of each year. If the annual dues of any member shall remain unpaid for a period exceeding one year, the Society or the Executive Committee may drop such member from the list of members for non-payment of dues. The payment at one time of fifty dollars by any regularly elected member shall constitute such a person a life member of the Society, and shall entitle such person to all the privileges of the Society during life without further payments

VI.

The Executive Committee shall prepare a festival and dinner in celebration of the landing of the Pilgrims, in December of each year, the day to be fixed by the committee. Each member shall be entitled to bring to the annual dinner one person besides himself, who may participate in the dinner on the payment by the member of said additional sum as the committee shall deem necessary, not exceeding five dollars, and the Executive Committee may invite as many guests to participate in the dinner as the condition of the treasury shall warrant.

ANNUAL MEETING.

The annual meeting of the New England Society of St. Louis was held at the Washington Hotel, Saturday, February 27, 1915, at 8 P. M.

The following officers were elected for the year 1915:

President,

Augustus L. Abbott.

Vice-Presidents,

H. J. Pettengill,

Robert C. Day

Frank Wyman

Executive Committee,

(To serve three years)

George W. Perry, term expires Feb., 1918.

Prof. C. A. Waldo, term expires Feb., 1918.

Secretary,

Chester B. Curtis.

Treasurer,

Geo. T. Parker

NEW ENGLAND SOCIETY OF ST. LOUIS.
ANNUAL REPORT

of

GEO. T. PARKER, TREASURER.

February 27th, 1915.

Balance on Hand, Treasurer's Annual Report.

1914.

Feb. 28	Time Certf., St. L. U.	
	Trust	\$ 205.00
	Time Certf., St. L. U.	
	Trust	1,236.00
	Time Certf., St. L. U.	
	Trust	309.00
	Subject to check, 3rd	
	Natl. Bank	286.18
		<hr/>
		\$2,036.18

Receipts.

Fees, New Members..	65.00	
Dues	545.00	
Banquet Guests	155.00	
Interest on Deposits..	61.04	\$2,862.42
		<hr/>

Expenditures.

June Smoker	79.79
December Smoker	102.30
Annual Dinner	752.36
Year Book (1913)....	98.25
Postage, Stationery,	
Clerk Hire	41.15
	<hr/>
	\$1,046.85

On Hand.

1915.

Feb. 27	Time Certf.,			
	St. L. U.			
	Trust	\$1,279.26		
	Time Certf.,			
	St. L. U.			
	Trust	319.81		
	Subject to			
	check in			
	3rd Natl.			
	Bank	216.50	1,815.57	2,862.42

We hereby certify that we have examined the accounts and vouchers of Geo. T. Parker, Treasurer, and that we have found them correct.

There is a cash balance of \$216.50 in the Third National Bank, which is in addition to the following Certificates of Deposit:

One for \$1,324.03, date February 19, 1915,

One for \$ 331.00, date February 19, 1915,
making a total of \$1,871.53.

(Signed) O. L. WHITELOW,

W. B. HOMER,

Auditors.

SMOKERS.

In recent years there has come into existence the custom of anticipating the formal banquet of Forefather's Day by an informal, social, get-together Smoker. Usually this event is held in November.

In 1914 two Smokers were held. Varied programs of songs, story and speech, refreshed by dishes and libations characteristic of New England contributed materially to the fellowship and good will of the Society.

By action of the Executive Committee, the annual meeting was deferred to the time of the trailing Arbutus and merged with the May Day Smoker. This Smoker was unlike any other meeting known to the oldest member. It combined business and sentiment—mostly sentiment. This anniversary recalled to the majority their boyhood custom of hanging baskets on the door knobs of their sweethearts—real or fancied—and hiding in the vicinity to witness “her surprise” as each blushing maid guessed the donor. Out of this meeting came warmth of feeling, a glowing of the soul, the election of officers and an increased membership. The May Day Smoker is worth repetition.

The November Smoker assumed the nature of a story-telling contest. One of the daily papers gave it prominence by the following header:—

“Beans, and That Reminds Me.”

President Philip N. Moore introduced Dr. Arthur E. Bostwick, Public Librarian, as presiding officer. The coveted prize was a pumpkin. At the close of an evening all too brief, and with stories waiting for expression, the blue ribbon pumpkin was awarded by popular vote to Mr. Frank A. Burleigh. You should attend the November, 1915, Smoker.

MEMBERS AND ADDRESSES.

Honorary Member.

Snow, Marshall S. Washington University

A.

Abbott, Augustus L., New Bank Commerce Bldg.

Adams, Charles M. 4427 Morgan St.

Adams, Elmer B., U. S. Circuit Court of Appeals,
320 Customs House

Akin, Thomas 420 Olive Street

Alden, L. S. 5652 Maple Ave.

Andrews, George K. Railway Exchange Building

B.

Baker, Walter H. 722 Chestnut Street

Banister, Mrs. Edward W., 5128 Westminster Place

Barrows, J. C. 615-617 Pierce Building

Barnard, George D.,
Laclede and Vandeventer Aves.

Bascom, Joseph D. 45 Westmoreland Place

Bemis, James H. 4535 Washington Ave.

Bemis, Stephen A. 601 South Fourth Street

Birge, Julius C. 4038 Duncan Ave.

Bisbee, E. F. 5867 Nini Place

Bishop, J. G. 5184 Von Versen Ave.

Bixby, William K., Kingshighway and Lindell Bl.

Blodgett, Wells H. 4449 West Pine Boul.

Bostwick, Arthur E. 70 Vandeventer Place

Brewster, Thomas T., 1012 New Bank Com. Bldg.

Bridge, Hudson Eliot 23 Westmoreland Place

Brinsmade, Hobart 4429 Morgan Street

Bronson, Edward P. Chester, Ill.

Brown, George W. 5617 Vernon Ave.

Brown, N. T. 5161 Waterman Ave.

Bushnell, David I. 109 North Second St.

Butler, Chas. C. American Hotel
Butler, James G. Mercantile Trust Co.
Butler, Henry M. 5534 Bartmer Ave.

C.

Culnane, Dr. J. A. 5628 Maple Ave.
Carpenter, George O. 722 Chestnut St.
Catlin, Daniel Security Bldg.
Catlin, Ephron 15 Vandeventer Place
Cheney, Frederick N. 3515 Longfellow Boul.
Cobb, Charles W. S. 4415 Morgan St.
Collins, Edward Weston 5033 Cabanne Ave.
Crawford, Mrs. Hanford 4442 Lindell Boul.
Curtis, Chester B. 6106 McPherson Ave.
Cutter, Frank A. 5706 Maple Ave.

D.

Day, Addison L. Merchants-Laclede Bldg.
Day, Rev. John W. 320 North Newstead Ave.
Day, Robt. C. 415 North Fourth St.
Dougan, L. M. 3955 Botanical Ave.
Drake, Geo. S., Jr. 537 North Grand Ave.

E.

Eliot, Edward C. 506 Olive Street

G.

Gallup, John 5869 Clemens Ave.
Gatch, Elias S. 5266 Westminster Place
Gregg, Norris B. 4944 Lindell Boul.
Gregg, William Henry 3013 Pine St.
Groves, Albert B. 314 North Fourth St.

H.

Hadley, E. A. 519 Rosedale Ave.
Halpin, Thos. J. 410 Elm St.
Hatch, F. T. 27 Windermere Place
Hedgcock, W. E. 5064 Raymond St.
Homer, William B. 4409 Morgan St.
Howes, Geo. C. 15 Beverly Place
Hubbard, Robert M. 212 Chamber of Commerce

J.

Jackson, Edward F. 4400 Morgan St.
 Jarvis, P. F. Central National Bank Bldg.
 Johnson, Rt. Rev. Fredk. F., 5338 Von Versen Ave.
 Judson, Frederick N. Rialto Bldg.
 Joy, Charles F. City Hall

K.

Killam, E. F. 3917 Delmar Ave.
 Knox, Geo. Platt 5535 Von Versen Ave.

L.

Leonard, L. L. Rialto Bldg.
 Lewis, Dr. Bransford 4954 Lindell Boul.
 Littlefield, F. H. 5658 Cabanne Ave.

M

Mann, Bertram H. 161 S. Elm Ave. Webster Gr.
 Marshall, Herbert L.,
 731 Fairview Ave., Webster Groves
 Mauran, John Lawrence 1620 Chemical Bldg.
 May, Philip T 4278 Lee Ave.
 McIntyre, Harry H. 5936 Julian Ave.
 McLeod, Nelson W. 5267 Washington Ave.
 Merriam, Edwin G. 4315 Washintgon Ave.
 Merriam, Sam'l P. 1216 Bayard Ave.
 Morse, John Jay 3834 Flad Ave.
 Moore, Philip North 3125 Layfayette Ave.
 Morton, S. L. Chemical Bldg.
 Morton, Robert L. Chemical Bldg.

N.

Nickerson, R. A. 5604 Washington Court

O.

O'Brien, John J. 5323 Maple Ave.
 O'Leary, Andrew J. Grand and Lucas Aves.
 Orr, Edward S. 3223 Lafayette Ave.

P.

Parker, Geo. Turner	6059 Clemens Ave.
Parker, Herbert L.	2032 Washington Ave.
Pattison, Everett W.	Rialto Bldg.
Penniman, W. M.	5251 Cabanne Ave.
Perry, George W.	Seventeenth and Washington
Pettengill, H. T.	916 New Bank Commerce Bldg.
Pettes, Thos. P.	5960 Clemens Ave.
Pflager, Mrs. H. M.	19 Kingsbury Place
Phillips, Alroy S.	756 Hamilton Ave.
Pillsbury, E. S.	4040 Washington Boul.
Plant, George H.	501 Chamber of Commerce
Pratt, H. F.	5143 Maple Ave.
Pratt, Walter E.	5653 Von Versen Ave.

R.

Robinson, E. L.	5438 Vernon Ave.
Roblee, J. H.	1616 Washington Ave.
Russell, Rev. Francis W.	5848 Maple Ave.

S.

Sanborn, Walter H.,	
U. S. Circuit Court of Appeals, Custom House	
Sands, James T.	320 Roe Building
Sargent, Percy G.	578 North Beaumont
Saunders, William Flewellyn,	Broadway & Locust
Shapleigh, R. W.	4471 West Pine Boul.
Shepley, John F.	St. Louis Union Trust Co.
Skinner, C. M.	312 North Fourth St.
Smith, Everett H.	520 New Bank Commerce Bldg.
Smith, Geo. K.	4239 Delmar Boul.
Smith, R. Lancaster	5648 Cabanne Ave.
Southwick, G. E.	1610 Washington Ave.
Southworth, Frederick K.	4017 Pine St.
Spencer, Horatio N.	2725 Washington Ave.
Spencer, E. J.	Webster Groves
Spencer, Selden P.	Boatmen's Bank Bldg.
Stuecke, J. W., Jr.	5747 McPherson

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